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Subject: Ked pictures

Here are the pictures I took on the Ked yesterday. They include two pictures of the sunken boat next to the Ked, visible only as a shadow at low tide and from the drip sheen. Per the briefing with Global and the Coast Guard yesterday, Ked Hazmats removed by Global included 15 marine batteries, a refrigerator, large CO2 canister, fire extinguishers, paint cans and 5 gallon buckets of misc. The 5 gallon buckets containing oil will be removed next week when the vessel is pumped. Global found an estimated 30,000 gallons of oil and oily water on board. They are estimating that 15,000 of that is oil. While I'm not sure what the integrity of the hull looks like, the rest of the vessel walls appear to be in better condition than I would have expected given its rusty appearance from shore. Three of four hatches leading to the central holds are open to the rain and have water (approx 2-3 feet) contaminated with a small amount of oil. The fore and aft holds have the majority of the oil. Aft cabins have not been exposed to the rain. The interior is a mess but not stacked with junk (especially in comparison to the Cactus). The engine room was relatively clean. On Tuesday and Wednesday next week Global will lift the small vessel, secure anchors on the Ked, and pump off the oil and oily water using a derrick barge for their base. They will be doing several tasks concurrently in order to minimize mobilization costs.

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>>> RICK MRAZ 10/11/2005 11:32:04 AM >>>

FYI:

DNR, via the Derelict Vessel Removal Program, and the U.S. Coast Guard began pollution remediation and stabilization of the derelict vessel KED today. Melissa Montgomery was aboard during this initial phase, the purpose of which was to identify quantities of fuel and oil, remove MTCA materials, and confirm a plan for securely anchoring the vessel. She will provide a more detailed account of the various HAZMATS aboard. Suffice to say there were a lot more fluids, oils, batteries, paints, etc. than was first suspected. In addition, it has become apparent that the smaller vessel moored and sunk alongside the KED is sheening regularly. It was also noted that the KED's swing radius covers the small boat and it appears that the KED is occasionally contacting and crushing it. These factors, combined with the fact that a large barge will be needed to remove the quantities of fluids aboard, have made immediate removal of the small boat a necessity. The barge cannot moor

alongside the KED for an extended period with the sunken boat present.
I am coordinating with the Coast Guard on this issue and will continue
to provide updates as the situation develops.

Rick

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